

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
MAY 7, 1996**

Mayor Lomnicki called the work session to order at 5:00 p.m. in the second floor conference room in City Hall.

Present were Councilmembers Farley, Schreiber, Kappa, and Trotter; Dan Bartlett, City Manager; Charlene Richards, Assistant to the City Manager; and Maggie Collins, Community Development Director.

Information Sharing

Sewerage Plan Advisory Committee

Councilmember Trotter shared information from the last North Clackamas Service District Master Plan Update. The Committee is taking a regional approach in developing alternatives and looking at equitable cost allocations. He pointed out one alternative that included expanding the Kellogg Treatment plant by adding 3 additional riverfront acres to the existing 7 acres.

Councilmember Farley discussed the feasibility of building a vertical plant. **Councilmember Trotter** explained it was more expensive to build vertically rather than horizontally.

Councilmember Trotter reviewed the alternatives and pointed out the figure chart which was CCSD#1's subtotal:

- Alternative 1 -- expand both the Kellogg Creek and Tri-City plants;
- Alternative 2A -- maintain Kellogg as it is for existing needs with the addition of \$16 million for site mitigation and \$4 million for odor control; build Site K; and expand Tri-City;
- Alternative 2B -- maintain Kellogg; build Oak Lodge "Nursery" site; and expand Tri-City (subtotal @ \$82 million -- this is the lowest cost item for our district);
- Alternative 3 -- maintain Kellogg and expand Tri-City;
- Alternative 4A -- decommission Kellogg; expand Tri-City, and build new Oak Lodge "Nursery"; and
- Alternative 4B -- decommission Kellogg; build new Site K; and expand Tri-City.

Councilmember Trotter reviewed the criteria developed by the Citizens Advisory Committee that included no longer building on the riverfront. From his standpoint as a committee member, he perceived people would be willing to pay extra to get the riverfront back. He discussed the feasibility of revenue bonds, rate increases, SDCs, and GO bonds to pay for the improvements. He pointed out revenue bonds are not done by election of the people but by the governing body. There are no specifics on SDCs at this time.

Councilmember Farley asked where the Oak Lodge Nursery site was located. **Councilmember Trotter** said it is adjacent to and southwest of the existing plant.

Bartlett added Milwaukie is a metered customer of CCSD#1, so digester costs are reduced. The City owns the collection system but not the treatment facility.

The group discussed growth and funding sources.

Work Session Coverage

The group discussed televising work sessions.

Public Safety Coordinating Council

Councilmember Kappa discussed funding criteria for public safety programs.

Mayor Lomnicki shared a notice that Beaverton Mayor Rob Drake and Metro Executive Mike Burton were holding a meeting on May 28 to discuss the winter flood and preparation for future emergencies.

Metro 2040 Report

Council was joined by Planning Commissioners Carolyn Tomei, Chair; Cal Walter; and Debi Linn. Metro Executive Officer Mike Burton; Growth Management Services Director John Fregonese; Assistant Transportation Director Richard Brandman; and Planner Ted Leybold were also in attendance.

Brandman discussed the South/North Light Rail Alignment and the efforts to collect signatures to put light rail funding on the November ballot. The measure will impact statewide transportation projects.

Councilmember Schreiber understood one strategy of the campaign might be to pit light rail lottery money against school lottery money.

Brandman said the legislature was clear the project was for light rail between the Clackamas Town Center and the Arena. It is not a bi-state project.

Councilmember Kappa said he was amazed about the animosity for this light rail alignment. **Brandman** said the public was very negative on the Banfield alignment. On the west side, with the exception of Goose Hollow, the winners were those who got the light rail. After the west side alignment decision was made, the Goose Hollow neighborhood became very involved with the design element.

Councilmember Kappa asked if the ballot measure would have any impact on the Regional Transportation Plan. **Brandman** indicated regional plans and policies would not change. He discussed the projects outside of the Metro area that were included in the funding package.

Councilmember Trotter asked about the design timetable. **Brandman** reported the field office, which will likely be located at 23rd and Washington, is scheduled to open by the first of June. He felt the campaign will center around livability.

Walter questioned the effectiveness of this argument in a state-wide issue. If light rail is a regional issue, it may not be far-reaching enough.

Mayor Lomnicki pointed out the measure impacts transportation dollars for the rest of the Metro region and other areas of the state.

Burton said the campaign chair will be from Medford to emphasize the fact that dollars are going to other areas of the state.

Burton said the 2040 concept and its implementation has become imperative, and the Plan must be adopted by December 31, 1997. The Technical Advisory Committees (TACs) are working with the preliminary plans on a daily basis. Elected officials and jurisdictional staff should view these drafts as a process that is "works in progress."

Metro will ask each jurisdiction, to the best of its ability, to cooperate in meeting regional standards for increased growth. Population projections have been sent to each jurisdiction and recommendations on dealing with urban growth boundaries. We need to help each other deal with the growth and encourage compact design.

Burton reviewed the Phase 1 Regional Framework Plan Adoption schedule. MPAC will hold a public hearing on May 29, 1996, and, theoretically, the Metro Council will adopt the Plan in September.

The Urban Growth Management Functional Plan addressed issues that came out of the various jurisdictions. Burton selected Title 2 -- Regional Parking Policy as one example of the issues that face the region. The intent of the policy is to encourage more efficient land use, reduce the required amount of parking, and support land use patterns that invite non-auto types of uses. He compared the amount of retail space, number of parking spaces, and footprint of the Lloyd Center versus the Clackamas Town Center. The Lloyd Center has more commercial and parking space in a smaller area and is also more accessible by public transit. Metro is asking jurisdictions to recognize the differences in communities when looking at the minimum and maximum number of parking spaces. There will be changes, but they will not necessarily be negative things if they are allowed to happen within their own contexts.

Councilmember Kappa said he felt vertical parking structures should be considered in order to conserve land.

Burton said last year new parking spaces took up an additional 300 acres of land. Over a period of time, the impact could be several thousand acres.

Fregonese said typically one would save about 37.5% of the land if vertical parking structures were built. The market will build structures only when they begin costing more than the land. He added there were about 5,000 acres of parking in the region.

Councilmember Kappa felt the region should make the hard choice of going to structured parking. It seemed to be a long-term livability issue.

Councilmember Schreiber said each community needs to make the commitment and address the local problem.

Burton said parking is a very contentious issue when it comes to restricting commercial access. Exempting from a maximum number of parking spaces may be a way to build incentives. Establishing a minimum was a great accomplishment.

Brandman pointed out decisions can be based on the value and vision of the central city -- not only on needs.

Burton said providing access by light rail or bus service throughout the region is the key; however, the cost is great.

Councilmember Schreiber believed Metro and Tri-Met needed to look at their park and ride facilities. Burton responded there is a facility in Beaverton to which floors can be added as the needs grow.

Councilmember Kappa said the structured parking can be attractively designed. He agreed Tri-Met should consider structured parking if commercial businesses are being asked to do so.

Burton said Tri-Met needs to recognize this point. He discussed the station cost at Washington Park Zoo and the need to spend additional funds to make a facility attractive.

Fregonese said this is the only metropolitan region that is keeping up with population growth and transit.

Councilmember Farley asked how many people use the bus. **Brandman** said about 40% of the trips going to the downtown are transit. Transit is doing the job downtown, but there is not enough service to and from various destinations.

Burton said the number of people using the bus has increased by 25% since 1990. He felt bus service was keeping up with the growing population.

Walter said the parking areas in downtown Portland have diminished, so people have to ride the bus into the downtown core. That could be a strategy to increase ridership.

Burton conjectured the price of gasoline might also increase ridership. The transit design right now is to take everyone to downtown Portland, and he hoped to change that system and expand and reach other areas.

Councilmember Kappa asked where the trip generation was the greatest. **Brandman** said trips are generated from a variety of areas. Multnomah County has a much higher percentage of transit trips than either Washington or Clackamas Counties.

Councilmember Schreiber asked what kind of technical assistance Metro would provide to the jurisdictions as they discussed growth management issues.

Councilmember Farley asked if the thought that there would be no more fossil fuel available ever entered people's minds.

Burton said people are looking at alternatives to fossil fuel. **Fregonese** said additional planning staff was being added to help local jurisdictions with planning and other services. Metro would offer help with model zoning ordinances and public involvement and outreach. He added Milwaukie was at the top of the list for these services.

Burton discussed "Summary of Buildable Lands and Capacity Analysis." He discussed how technology was helping make decisions and determine where buildable land exists. The region's population has reached the 1.6 million mark about five years earlier than anticipated. He discussed development opportunities for infill in communities like Milwaukie. The public needs a chance to give its input since each jurisdiction is different and has its own creative opportunities.

Fregonese said Milwaukie was selected as a favorite project because of its good infrastructure and location. It has been overlooked in the past because of the rapidly growing urban growth area. He suspected City Council would be asking businesses to look at redevelopment, along with an increased interest from the outside over the next five years, due to light rail.

Mayor Lomnicki noted, whether light rail happens in Milwaukie or not, the region still needs good transportation.

Mayor Lomnicki closed the work session at 6:50 p.m.

Pat DuVal, Recorder/Secretary